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R E M A R K S

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P U B L I C A T I O N ,

I N T I T L E D

“ T H E C A S E O F T H E M E R C H A N T S , & c .

“ O F T H E T O W N O F

“ K I N G S T O N - U P O N - H U L L . ”

W I T H A D D I T I O N S .

L O N D O N :

Printed by J. COOPER, No. 134, Drury Lane:

M. DCC, LXXXVII.



R E M A R K S

O N A

P U B L I C A T I O N, &c.

A PRINTED paper having been distributed in HULL, intituled the “*CASE of the Merchants, Ship-Owners, and principal Inhabitants of the Town of Kingston-upon-Hull, and others interested in the Trade and Shipping of the said Port,*”—wherein the DOCK COMPANY of that place are accused of soliciting and obtaining, upon “*erroneous Estimates,*” the ACT of the fourteenth year of the reign of His present MAJESTY, commonly called the Dock Act; and of improper conduct in the execution thereof: In order that Charges so groundless may not create prejudice in the minds of such persons as are desirous of forming their opinion according to Truth and Justice, the following REMARKS on the said Charges are submitted to the consideration of the Public, in the Name, and under the Authority, of the Dock COMPANY.

BUT previous to any animadversions upon these Charges, it will be necessary to mention some particulars, relative to the origin and progress of the great Undertaking for making a Dock and LEGAL QUAY at HULL.

A

IN

IN the first year of the reign of Queen Elizabeth an Act passed for the establishment of *LEGAL QUAYS* at all the Ports in England, the Port of *HULL* only excepted. In the 14th year of the reign of Charles the Second another Act passed for the same purpose, and with the same exception.

FROM this partiality to the Town of *HULL*, and from the inconvenient situation of the Haven, in which the business of the Port, together with that of the Revenue, was transacted, inconveniences arose, and in particular to the Revenue. In the year 1746 many illegal practices were discovered, and the Revenue Boards became much dissatisfied with the manner of doing business at *HULL*. Officers belonging to the Customs were dismissed; and various regulations were attempted (by the directions of the Commissioners) without producing the desired effect. Surveyors were sent to *HULL*, all of whom confirmed by their reports the absolute necessity of establishing *LEGAL QUAYS*, in order that the business of the Revenue might be carried on in the same manner at the Port of *HULL*, as it was in every other Port in the Kingdom.

IN 1766 applications were then made by the Town of *HULL* to Government for a grant of part of His Majesty's works near to the Garrison, for the purpose of enlarging the Haven; but as this application did not coincide with the opinion of the Commissioners of the Customs, a *LEGAL QUAY* not making part of the intended improvements, they therefore very properly interfered (as it will appear by Mr. Hooper's letter in the Appendix,) and prevented the application taking effect, unless the *Legal Quay* and enlargement of the *Haven* should go hand in hand with each other.

IN the year 1772 this important affair was again revived; and although the necessity of a compliance by the Town appeared so urgent, and, if refused, so dangerous to the very existence of the Port, yet such
was

was the opposition to any proposed alteration, that it was not practicable to those who were inclined to carry the plan into execution.

IN the year 1773 a Bill was brought into Parliament for the purpose of establishing and the making a **LEGAL QUAY**, together with a Dock or Bason adjoining to the Haven or Old Harbour, which together were proposed (and are since directed by the Act) to be for the accommodation of shipping frequenting the said Port: but from the same cause of disappointment as before (the not raising the subscription) the business was laid aside for that year.

IN the ensuing Session of 1774 a farther attempt was made, and those who were determined to co-operate with the propositions of the Revenue Boards, applied to their Friends, Merchants in London; and Gentlemen not concerned in Trade, to assist them with subscriptions for the promoting an undertaking of so much importance.

It will not be necessary to add any farther observations on the origin of this engagement entered into with the Revenue Boards, and confirmed by Parliament; to support the assertions here made, a reference may be had to the authentic papers that are now in the possession of the Honourable the Commissioners of His Majesty's Customs, who must well remember the many perplexing difficulties they experienced before they attained the important object of a **LEGAL QUAY** at **HULL**.

AND it must be observed, that the Inhabitants of **HULL**, during many years, were, from various causes, adverse to the establishment of a Dock or Bason with a **LEGAL QUAY**. Some imagined the scheme to be chimerical, and that loss, not profit, would result from it: Others were apprehensive of a diminution in the value of their property, which being situated in another part of the Town, would

would not be connected with the intended Dock: Others were so unwilling to submit to that alteration in the mode of doing business in the Old Harbour, which had been repeatedly desired by the Revenue Boards, that a contest on that subject, between the Commissioners of the Customs, and the Town of HULL, continued from the year 1746 to 1772, as will fully appear from the correspondence of the Collector and Comptroller, for the time being, with the Board of Customs.

IN the year 1772 this matter, of so much importance, assumed a very serious aspect indeed; for it was then signified* by the Commissioners of the Customs, to the Collector and Comptroller, that unless the Town of HULL would immediately co-operate with the Board of Customs, in the establishment of a LEGAL QUAY at HULL, they (the Commissioners) were determined to establish a LEGAL QUAY at some other place connected with the river Humber. At the same time the Merchants of GAINSBOROUGH presented a Memorial to the Lords of the Treasury, soliciting the establishment of a LEGAL QUAY at their Town. This Memorial was introduced and strongly enforced by Lord GOWER, with all the weight of interest which that Noble Lord is known to possess.

DURING this imminent danger to the Town of HULL, the *Corporation of the Mayor and Burgeses* very wisely accepted the offers of the Commissioners of the Customs, communicated through Mr. Corthine, and thereupon allotted to the Trinity House, and such Inhabitants of the Town as were willing to subscribe, Shares, into which the undertaking was intended to be divided; Afterwards, when a sufficient number of the Inhabitants of HULL could not be induced to become Subscribers, recourse was necessarily had to persons resident in other places to complete the Subscription.

* *Vide* Appendix, No. 1.

THUS open and public* were the circumstances that led to the original Institution of the DOCK COMPANY, at KINGSTON-UPON-HULL; and the Members who at present constitute that Company are firmly persuaded, neither the Corporation, nor those to whom that Body allotted Shares, were guilty of any deception whatever; and they are certain, that the expectations of Government, with regard to an increase of the Revenue†, have been fully answered.

HAVING thus stated the *Causes* which contributed to the making of the Dock, and the establishment of a LEGAL QUAY at HULL, it will be proper to proceed to a discussion of the *Charges* in the order in which they are printed.

ANY observations upon the *manner* in which the ACT is recited in the "CASE," are unnecessary: let the *whole* ACT speak for itself, clearly and plainly, without any *garbling* to answer particular purposes.

FIRST CHARGE, INTITLED,

"*Grounds for a Revival of the Act,*" and *Estimates of the*
 "*Expence erroneous.*"

IN respect to this Charge, the DOCK COMPANY can truly assert, they have not exercised any powers opposite to the clear and express provisions of the ACT; but on the contrary, by making the Dock and

* *Vide* Appendix, No. 2.

† *Vide* Appendix, No. 3.

QUAY considerably larger than the dimensions required by the Act, and by giving every possible accommodation to the Trade of the Port, “ they have complied with the general design of the Legislature.”

HERE it may be properly remarked, that to the conduct of the DOCK COMPANY, in executing the directions of the Act, the Corporations of the Mayor and Burgeſſes, and of the Trinity Houſe, have given, at leaſt, a *tacit* ſanction; for thoſe two Bodies being Proprietors of twenty Shares, are intitled to twenty Votes. Three Members are deputed by each Corporation to act and vote as their Representatives at the meetings of the Commiſſioners; but in no one inſtance have the ſaid Corporations, or either of them, by any vote of their Delegates, objected to, or oppoſed the proceedings of the DOCK COMPANY, at any meeting, either of the Company, or of the Commiſſioners.

THE Charge of making *false Eſtimates*, the DOCK COMPANY abſolutely deny. The Eſtimates were made by Mr. WOOLER*, by order of the Commiſſioners of the Customs, before that Honourable Board made their offers to the Corporation of the Mayor and Burgeſſes, and when examined, will appear to have afforded no great encouragement to the ſpeculation: but whatever they were, the DOCK COMPANY are not in the leaſt reſponſible for them; for that Company was not inſtituted until about fifteen Months after the Corporation accepted the offers of the Commiſſioners of the Customs †.

WITH regard to the “ *extenſive and valuable Military Works*,” as they are termed, they certainly were not of any material utility in their then ſtate; yet had they been of much greater value than they really were, the offer of them, together with the addition of 15,000l., was voluntarily made by Government; and it will appear, from the

* *Vide* Appendix, No. 4.

† *Vide* Appendix, No. 5.

increase of the Revenue, that, in this particular, neither their judgment was ill founded, nor their liberality improperly applied. It was not any partiality to the Town of HULL that induced Government to hold out those rewards; Bristol, Liverpool, and other Ports, would have had an equal claim to their bounty, if an attention to the *general accommodation of Trade* had been the *chief* object of Government: In fact, the donations to the Town of HULL were *principally* for the purpose of introducing the same mode of collecting the Revenue, by means of a LEGAL QUAY, as was practised in every other Port of the Kingdom.

SECOND CHARGE, INTITLED,

*“ The Profits of the Subscribers ought to have been limited, and
 “ the provision in the Act for regulating the Tolls reposed in
 “ disinterested Persons.*

THIS Charge sets out with asserting, that *“ the profits to which each
 “ Subscriber is intitled under the Act are granted without any limita-
 “ tion.”* It is not more difficult to perceive for what purpose this Charge is made, than it is to prove that it is totally groundless. It is only necessary to refer to the DOCK ACT; it may there be seen that the Rates or Duties are Ascertained and Limited—and, of consequence, the PROFITS also are LIMITED. As to the proposition of reposing the regulation of the Tolls in persons not interested, that is really so idle, and totally inapplicable to works of this magnitude, as not to deserve any notice: for what person would have risked his property in an undertaking of such extent, and so uncertain in its issue, under a controul so arbitrary?

THE

THE great difficulty in completing the Subscription, under the present restrictions of the Act, is in the memory of those Inhabitants of the Town who were acquainted with the origin of the Work : and Mr. CHANDLER, at present a respectable Officer of the Corporation, may be asked, how many weeks he continued to sit in the Guildhall in HULL, for the purpose of receiving Subscriptions, and how many public notices * were issued without producing the desired effect.

THIRD CHARGE, INTITLED,

“ The very flourishing State of the DOCK COMPANY.”

It is admitted that (in the year 1778) the works were completed in a period of four years, although the ACT allowed the DOCK COMPANY seven years for that purpose. It is also true that the Members of the DOCK COMPANY have advanced 250l. on each Share ; but surely the interest of money, a consideration of importance in a mercantile Town, together with the risque, the individual attendance and industry of the DOCK COMPANY, ought to be included in the account ; and to the assiduity of the Company the Report of Messrs. SMEATON and WOOLER bears sufficient testimony †. The *nominal* Shares in the ACT were 500l. each, or “ *as much in lieu thereof*” as might be requisite : yet it may be safely urged, that, by less active and attentive Managers (such as too frequently undertake Bridges, Drainages, and other Public Works) the whole sum of 500l. on each Share would have been expended ; and the benefits arising to Trade and the Revenue have been deferred, until after the completion of the seven years.

* *Vide* Appendix, No. 2.

† *Vide* Appendix, No. 6.

THAT

THAT part of the Charge which accuses the DOCK COMPANY of refusing to render to the Mayor and Burgeſſes any account of the annual Duties for ſeveral preceding years, can only be made for the purpoſe of deception. The ACT directs, that the TREASURER to the COMPANY ſhall, within two calendar months after every annual meeting, deliver, *when requested*, to the perſons intereſted, a printed account of the receipts and diſburſements ſettled and allowed, and of the dividend declared and fixed at ſuch annual meeting. To the TREASURER therefore ſhould the application have been made, (and to him the DOCK COMPANY deſired the Mayor and Burgeſſes to apply *) and he has *annually* offered to print the Account, but the Proprietors have hitherto deemed it unneceſſary.

THE Property of the DOCK COMPANY is the next object of conſideration ; but this, like other matters, is in general greatly miſtated. To the Statement of the value of the two firſt articles, viz. Mr. *Blaydes's* Ship-yard, and the Houſes rented by *John Norman and others*, the DOCK COMPANY have no material objections to offer. But, as to the Warehouſes, built for the convenience of Trade, ſurely theſe wild Calculators cannot recommend to the DOCK COMPANY to ſeparate them by a ſale from the ſervice of the QUAY. With regard to the parcel of Ground, which is ſaid to contain *ten Acres, one Rood, twenty-ſeven Perches*, and is eſtimated at 20,000l., the DOCK COMPANY can only ſay, they will be obliged to any Broker who will diſpoſe of ſuch part of it, at that rate, as can be ſeparated from the ſervices of the Dock. This Ground, a conſiderable part of which muſt always be retained in its preſent ſtate for the exigencies of the Dock, was purchaſed for laying Soil, Rubbiſh, Utenſils and Materials upon, “and for other the purpoſes of the Act,” at a price, that, in the opinion of the Sellers, was adequate and beneficial ; as a convincing proof of this, no compulſive powers of a Jury, which the ACT allowed the DOCK COMPANY, were ever

* *Vide* Appendix, No. 7.

exercised on this occasion : the Buyers and the Sellers treated in a fair, open manner, to the satisfaction of both parties.

THE *gross amount* of the Duties on Shipping is unfairly introduced. The *net proceed* ought to have been stated. Not more than twenty of the original Subscribers * are now remaining ; the Successors of the others have no great reason to boast of enormous profits ; and it ought to be considered that the Works are constantly liable to such accidents as could only be repaired at the expence of many Thousand Pounds.—
Such is the flourishing state of the DOCK COMPANY.

FOURTH CHARGE, INTITLED,

“ *The present Dock inadequate to the Accommodation of Shipping.*
“ *Inconveniencies arising from the crowded State of the Ship-*
“ *ping, greatly prejudicial to Trade, and detrimental to the Re-*
“ *venue.*”

FROM an attentive perusal of the ACT, it is evident that the *Haven or Old Harbour* is intended to remain, as it always has been, the PORT of KINGSTON-UPON-HULL †. The Dock cannot certainly be regarded in any other view than as an *appendage to the Port*, for the general convenience and additional accommodation of the Shipping thereof. That this was the design of the Legislature, will appear from an examination of several clauses in the ACT, particularly those respecting the power of the Dock and Haven Master, the Mooring of three Ships *only* in a Tier, the Sufferance Quays, with many others. In regard to the crowded state of the Shipping in the Dock, that must necessarily happen in the

* *Vide* Appendix, No. 8.

† *Vide* Appendix, No. 9.

winter months, if no Ships are directed by the Dock and Haven Master to lie in the *Old Harbour* *.

WITH regard to the cleansing of the Dock, the *Mud Engine*, now used for that purpose, and worked at an annual expence of near 500l., is much more efficacious than any Reservoir can possibly be: yet if any *Engineer* can recommend to the DOCK COMPANY a more effectual mode of cleansing the Dock, they will certainly adopt it. As to the insinuation of detriment to the Revenue from the state of the Dock, let the increased receipts of the Revenue * speak for themselves, from the first year (viz. January 1st, 1780,) in which the business of the Port was transacted on the LEGAL QUAY, to the present time.

FIFTH CHARGE, INTITLED,

“ Most alarming Consequences to be apprehended from Fire.”

THE danger from fire, which is here related with so many aggravated circumstances, is considerably lessened by the precautions of the DOCK COMPANY, in appointing nightly Watchmen, and in ordering the Fires on board the Ships to be extinguished at an early hour in the evening, on the ringing of Bells: and it may be observed, in the greatest part of the Dock, the sediment being very inconsiderable, there is a sufficient depth of water to sink any vessel that may accidentally take fire.

To the complaint of the narrowness of the Lock, it is answered, that at the time of making the Dock the Lock was constructed of a

* *Vide* Appendix, No. 4.

sufficient

sufficient width for the reception of the largest Merchant Ships in England, East-India Ships alone excepted; and as an additional proof of the impropriety of this objection, it is well known that, in the course of seven years, not more than *three* Ships have been found too large for admission into the Dock. The Lock was made thirty-six feet in width, in opposition to the advice of the Engineers, who, from the uncertainty and danger of the foundation on which the Walls are built, recommended one of thirty-four feet only.

MR. WOOLER, both in his surveys and estimates, taken by order of the Commissioners of the Customs, and in his opinion delivered on the nature of the Soil, and the risque of the Undertaking, uses the following expressions: "*It is a loose silting soil, of no manner of tenacity;*"—and indeed so it has proved, for in the year 1785 the DOCK COMPANY were obliged to take down and rebuild one side of the LOCK-PIT at the expence of near 700 l., and in 1786 the other side at nearly the same expence. Here it is not improper to mention the *great danger* that the Wall on the North side of the Dock may soon fall: whenever this happens, an expence of 5000 l., and upwards, will be incurred in reinstating it: and yet it has been asserted, that the DOCK COMPANY had not, nor now have, in this Undertaking, any *risques* to apprehend, or any *natural difficulties* to encounter.

SIXTH CHARGE, INTITLED,

"*An immediate extension of the Dock become necessary.*"

AN immediate extension of the Dock does not appear to be necessary, if, as has already been stated, the *Haven* or *Old Harbour* is still to be considered as the PORT of KINGSTON-UPON-HULL; and it certainly

tainly was not expected at the time of passing the Act, that the Dock alone should contain all the Shipping of the Port, nor that the *Old Harbour*, in which the whole business of the Port had been formerly conducted, should be abandoned*. The Dock COMPANY are justified by the Dock Act in considering the *Old Harbour* as jointly connected with the Dock for one common object, *viz.* the general accommodation of the Trade and Shipping of the Port. And whenever it shall be thought necessary to make that use of the *Old Harbour*, which it will admit of, under the Direction of the Act, upwards of *Sixty* Ships of the largest burden may be moored in it; but if only about one half of that number of Ships were removed out of the present Dock into the *Old Harbour*, all appearance of the necessity of an extension of the Dock, from the crowded state of the Shipping, and of consequence from the apprehension of fire, would be removed.

As to the part of this Charge, which states the Dock COMPANY have never returned a *satisfactory* answer to the applications of the Merchants and others, it is a fact of public notoriety, that after the Memorial of the 7th of January, 1786, had been presented, the Dock COMPANY readily nominated Three of their Body to confer with Three Gentlemen appointed by the Memorialists upon the subject of an extension of the Dock. The result of that conference was a series of propositions approved by the Delegates of both parties, and by them communicated to, but rejected by, a meeting of the Inhabitants, which neither from number nor importance could be considered as expressive of the general sentiments of the Town. It is also equally notorious, that not only on that occasion, but at several subsequent meetings, *Sir Henry Etherington*, Bart., the Chairman of those meetings, *publicly* declared his approbation of those propositions.

* *Vide* Plans in the Appendix.

SEVENTH CHARGE, INTITLED,

“ *Reasons in Support of the Claim the Public have on the Dock*
 “ *COMPANY for the Accommodations required.*”

UPON the first part of this Charge, animadversions have already been made in the course of these remarks. In respect to the other part, which alledges, that “ *the Crown was deceived in the Grant,*” the authentic documents in the Appendix, with others in the possession of Individuals, fully refute an assertion so false and unjust. The Corporation of HULL made the bargain with Government on the most honourable terms. A LEGAL QUAY was earnestly desired by the Revenue Boards *, who then were, and now are, satisfied with the contract, and the MANNER in which their object was obtained.

As to the reduction of the Tolls, it may fairly be affirmed, that the dividends received by the Proprietors of the Dock do not warrant any supposition that the present Tolls are too high, or that the profits of the Company are exorbitant. The clause for lowering the Tolls, and raising them again, as the Proprietors may judge expedient, is a common Clause in all Acts of this nature, (as in the *Air and Calder Act*, &c.) and had it not been inserted, it would have been in the power of any single Proprietor to have objected to a reduction of the Tolls, however urgent might be the necessity. And it may not be improper in this place to mention, that the Dock COMPANY, from a desire to promote the mercantile interest in the Port, have never yet received more than TWO THIRDS of the *Wharfage Rates* on Goods, which the Act gives them a power to receive.

* *Vide Appendix, No. 10.*

EIGHTH CHARGE, INTITLED,

“ Supposed Objections on the Part of the DOCK COMPANY answered.”

THAT the FAITH of PARLIAMENT is a firm ground of dependence no Englishman will ever hesitate to maintain. In their reliance on that Faith, the DOCK COMPANY are justified by the punctual fidelity with which they have executed their engagements with Government under Parliamentary sanction. The motives that induce them to expect the support and protection of Parliament are well founded, and will be adduced whenever the necessity of self defence may render it necessary.—The many articles of calculation in this Charge are very unimportant, and as little applicable to the present question, as the quotation from Lord COKE is to the doctrine which it is intended to support.

IN reply to that part of the Charge relative to the conduct of those *“ subscribers who happened to be so timorous as to sell out,”* and who left this then dangerous and doubtful Undertaking to others, who shewed a due regard to their personal assurances made at the Treasury; the names of those *“ timorous subscribers”* are given in the Appendix*, and their opinion of the Undertaking may be ascertained by the value they fixed on their property at the time they disposed of it. There is not at present any necessity for enlarging on the probable motives of those Gentlemen *“ in selling out ;”* and as Two of their Number have lately repurchased Shares in the undertaking at a price of five hundred guineas each Share, it may reasonably be imagined, that however

* Vide Appendix, No. 11.

“ timorous”

“ *timorous*” their former conduct may have been, they are now actuated by the laudable desire of supporting the DOCK COMPANY in the present moment of apparent danger.

THE ostentatious detail of the many instances in which the conveniences of Individuals *in all* matters of Legislature must give way to the Good of the Public, is scarcely deserving of a serious answer. It is admitted in general, that the *Public Good* is the *ultimate* object of all Laws; yet equity and justice to private persons certainly ought not to be disregarded in them: and surely the private property of those Individuals who constitute the DOCK COMPANY ought not to be taken from them, upon the vague, erroneous, and unwarrantable assertions of persons, unacquainted with the origin or progress of the business in question, or its present importance to the security of the Revenue, and to the benefit of Commerce.

NINTH CHARGE, INTITLED,

“ *The Demands of the Public equitable, and the Finances of the
“ Company amply sufficient to perfect an Extension.*”

THAT these fallacious assertions may be exposed to the censure they merit, it may be justly affirmed, that the DOCK COMPANY are not possessed of any surplus stock, or resources equal to the expenditure of 30,000l.*; for that is the sum requisite to gratify the expectations of their Opponents. Even the few † remaining original subscribers would sensibly feel such an oppression; and to a much greater degree would it be experienced by those who have purchased Shares in the Undertaking, at a price that now yields them *not six per Cent.* The DOCK COMPANY therefore entertain no doubt of convincing those, whom it will

* *Vide* Annual Accounts, Appendix.

† *Vide* Appendix, No. 8.

be meritorious to convince, that the requisitions of their adversaries, which are asserted to be the demands of the public, are not equitable.

FROM this review of the Charges against them, the DOCK COMPANY conceive themselves justified in concluding, that the act by which they were incorporated was honourably procured ; and that the purposes for which it was obtained have been executed in such a manner as to insure to themselves the favour of the Revenue Boards, the approbation of the impartial Public, and the protection of the Legislature.

By Order of the DOCK COMPANY,

W^M. HAMMOND, Chairman.

*Dock Office, Kingston-upon-Hull,
February 2d, 1787.*



A P P E N D I X.

N U M B E R I.

February 29, 1772.

Minute of the Honourable the Commissioners of His Majesty's Customs, upon receiving a Letter from the Collector and Comptroller at Hull, dated February 22d, 1772, complaining of Delay and great Opposition to the proposed Improvements.

M I N U T E.

“ T H E Officers Attentions approved, and they are to acquaint the Mayor, &c. that
 “ it being now five Years since this Matter was first agitated, and the Board having
 “ waited in long Expectation of a concurrence to a Measure so properly calculated for
 “ the Benefit and Security of the Revenue, and of the Accommodation of the fair Trader,
 “ they think it their Duty, without Loss of Time, to take such Steps as may be necessary
 “ to obtain a Clause in an Act of Parliament for setting out a **LAWFUL QUAY**, but
 “ shall have no Objection for its going Hand in Hand in the Business of a **WET**
 “ **DOCK.**”

N U M B E R

'Tis the Opinion of this Committee that the under-mentioned Advertisement shall be inserted in the next York Courant :

“ **A**PPPLICATION being intended to be made to Parliament the ensuing Session
 “ for a Bill for erecting a DOCK or BASON, and establishing LEGAL QUAYS at the Port
 “ of HULL, and a Subscription entered into for carrying this Scheme into Execution ;

“ Notice is therefore given, That any Person who is inclined to become a Subscriber
“ may, by applying to ISAAC BROADLEY, Esq. Chairman of the Committee, at
“ Kingston-upon-Hull, receive every Information relative to this undertaking, and be
“ admitted to Subscribe any Time on or before the 1st of March next.”

N U M B E R I I I .

A State of the Revenue of the Port of Kingston-upon-Hull, from the Year 1766, to the Year 1786.

							£.	s.	d.
From the 5th of January 1766,	to the 5th of January 1767,	—	72,297	18	10½				
From 5th — 1767,	to 5th — 1768,	—	78,592	0	11				
From 5th — 1768,	to 5th — 1769,	—	83,606	18	0¾				
From 5th — 1769,	to 5th — 1770,	—	91,502	19	11¾				
From 5th — 1770,	to 5th — 1771,	—	88,593	7	1¼				
From 5th — 1771,	to 5th — 1772,	—	87,704	19	5¾				
From 5th — 1772,	to 5th — 1773,	—	79,752	7	9½				
From 5th — 1773,	to 5th — 1774,	—	87,008	15	10¼				
From 5th — 1774,	to 5th — 1775,	—	88,903	15	0½				
							From		

							£.	s.	d.
From the 5th of January 1775, to the 5th of January 1776,	—						91,366	3	0
From 5th — 1776, to 5th — 1777,	—						86,910	10	10½
From 5th — 1777, to 5th — 1778,	—						90,857	5	9½
From 5th — 1778, to 5th — 1779,	—						78,229	3	11½
From 5th — 1779, to 5th — 1780,	—						79,293	12	3
From 5th — 1780, to 5th — 1781,	—	*					113,804	0	0
From 5th — 1781, to 5th — 1782,	—						107,976	14	0
From 5th — 1782, to 5th — 1783,	—	†					86,521	19	5½
From 5th — 1783, to 5th — 1784,	—						126,660	2	8
From 5th — 1784, to 5th — 1785,	—						147,438	3	9
From 5th — 1785, to 5th — 1786,	—						125,635	17	6½
From 5th — 1786, to 5th — 1787,	—						149,805	0	0

* *The first Year of doing Business on the Legal Quay.*

† *The Year 1783, on which the Peace was made.*

NUMBER IV.

Custom House, London, January 1773.

ABSTRACT of a Report, by Order of the Honourable the Commissioners of His Majesty's Customs, to John Wooller, Esq., their Engineer, for the Purpose of making a Legal Quay, together with a Wet Dock or Bason, at the Port of Kingston-upon-Hull.

“ **L**ET it be supposed that the Excavation necessary for the Dock was made, and that
 “ the Honourable Board were willing to make the Side of the Dock next the Town
 “ into a Legal Quay, its Length being about 580 Yards, and there being no Interruption
 G “ from

“ from the Tides, the Erection of a substantial Quay of Brick Materials for that Length,
 “ with proper Fender or Guard Piles in Front, and the Removal of Earth of the present
 “ Ramparts to the opposite Side of the Dock, provided Leave could be obtained for so
 “ doing, might probably be executed for 11 or 12,000l.

“ In the next Place, in order to enable the Honourable Board to form a right Judg-
 “ ment of the Expence of executing the Wet Dock in the Place proposed, it perhaps
 “ may be sufficient just to enumerate the most material Parts. In the first Place, if it
 “ be shaped in conformity to the Ditches, it may be supposed to be made 50 Yards wide
 “ and 580 Yards long, and then will contain between 50 and 60 Ships of the largest Size
 “ that frequent the Port, with convenience to the Whole passing and repassing every
 “ Tide—the Earth over the whole Area will be to be excavated or dug down about 15
 “ Feet about a mean, and to be laid upon the Grounds on the North Side of it; which,
 “ together with the Houses and other Erections thereupon, must be purchased for that
 “ Purpose.

“ Secondly, Houses and other Premises must be purchased for the Communication with
 “ the Haven—the excavation for the great Sluice must be made there, and the Sluice
 “ itself, with all its Appurtenances erected thereupon; *and this will be a heavy Article*
 “ *indeed.*

“ Lastly, Many other smaller Articles of Expence are purposely omitted, in order to
 “ shorten the Detail; and upon the Whole, it is presumed, that, *exclusive of the Expence*
 “ *of Purchases, the Parliamentary Charges, and that of the Legal Quays,* this Project
 “ could scarce be brought to Perfection for less than 55 or 60,000l. And it must now
 “ be sufficiently apparent, that a Project of this Nature can scarce take Place without
 “ interfering with the private Views or Interest of many Individuals, which, of course,
 “ must create much Contestation and Opposition; and after all, the greatest of all the
 “ Difficulties will probably be where or how to raise the necessary Funds *for executing*
 “ *and maintaining so great an Undertaking.*”

The

January 1773.

The Board of Customs having therefore given their Directions to Mr. Wooler to prepare Plans and Estimates for Legal Quays, &c. at the Port of Kingston-upon-Hull, and to make his Calculations in two Places, the Estimates for that Purpose are as follow :

<i>The OLD Harbour.</i>		£.	s.	d.
To Three Hundred Yards, being the proposed Length of Quay	-	21000	0	0
To removing the Wharfing Bank, and restoring the same on the Gar-				
rison Side	- - - - -	35,000	0	0
To making the Quay the whole Length of the Old Harbour	- -	25,000	0	0
		<hr/>		
		81,000	0	0

The present Dock and Quay as made in the Old Town Ditches.

The supposed Quay 550 Yards in Length	- - -	12,000	0	0
The supposed Dock, with Drawbridges, Locks, &c.	- - -	60,000	0	0
		<hr/>		
		£. 72,000	0	0

N. B. The Dock and Quay are much enlarged from Mr. Wooler's Plan.

Mr. Wooler's Report implies very great Difficulty, and Danger, in both the Undertakings, and only Estimates the Dock to contain Sixty Ships.

Mr. Grundy's Plan and Estimates for a Dock and Quay, according to the Military Works granted for that Purpose; both of which are considerably less than that which was carried into Execution by the Dock Company.

Spalding, March 31, 1774.

	£.	s.	d.
To the Amount by Calculations in four Folios	- - - -	67,831	19 0
Ground to be purchased for laying the Soil upon	- - -		
To the Expences of the last Year's (1773) Application to Parliament			
Engineers and Surveyors in preparing the present Plans and Estimates			
Obtaining the Act, and necessary Attendances	- - - -		

COPY

COPY of the Acceptance by the Mayor and Burgesses of the Town of Kingston-upon-Hull, of the Proposal made to them by the Honourable the Commissioners of His Majesty's Customs, through Josiah Corthine, Esq. Collector of the Customs at the Port of Hull.

" Guildhall, Hull, 23d March, 1773.

" P R E S E N T,

" The Mayor,	Alderman Sykes,	Alderman Etherington,
" Mr. Recorder,	Alderman Scott,	Alderman Porter,
" Alderman Bell,	Alderman Booth,	Alderman Blaydes.

" R E S O L V E D,

" THAT this Corporation do accept of the Proposal made to them by the Commissioners of His Majesty's Customs, in their Report dated the 4th of February last, and now communicated to this Corporation by Josiah Corthine, Esq., and John Mantle, Gentleman, relative to erecting Legal Quays and Wharfs, and other Works in the Port of HULL, *subject to the particular Provisions and Regulations under mentioned*, and to such other Provisions and regulations as shall be thought reasonable, to be inserted in a Bill to be carried into Parliament for effecting those Purposes, and subject also to any Alteration in the said Plan that may be approved of by the Lords of the Treasury, or the Commissioners of His Majesty's Customs, for erecting a Legal Quay and Wharf on the West Side of the Haven of this Town."

" The Particulars referred to above.

" That Goods, called Sufferance Goods, *viz.* Hemp, Iron, Flax, Yarn, Timber, Raff, &c., and all Free Goods, and whatever is granted in the Port of London, may be delivered in the *present Haven* upon Abutments not exceeding Fifteen Feet, or wooden Piles to be erected for that Purpose—and upon the *Dependence of that Support from Government with Money*, which Mr. Corthine has intimated to them."

An

An Account of the Ships in the Dock at Kingston-upon-Hull, Jan. 20, 1787.

79 Light Ships
24 Greenland Ships
4 Loaded Ships
18 Ships Loading

125

(Signed)

THOMAS WESTERDELL,
Dock and Haven Master.

A List of the Ships in the Haven or Old Harbour at Kingston-upon Hull.

January 31, 1787.

Egginton
Selby
Young Richard
Young Marca
Henrietta
Isabella
Ancona
Eliza.

}

Small Ships for the Seal Fishes

The above, with about Eight to Twelve Coasting Vessels, were all the seafaring Vessels in the Haven at the above Date.

Witness my Hand,

JOHN WALKER,

Affistant to the Dock and Haven Master in the Old
Harbour at Kingston-upon-Hull.

H

Mr.

Mr. Thomas Westerdell, the Dock and Haven Master, who is (according to the Act) appointed to his Office by the Corporation of the Trinity House at Kingston-upon-Hull, having some Doubts in the Exercise of his Duty in the Haven or Old Harbour, the Opinion of the Recorder of Hull has been taken, and is as follows :

(C O P Y.)

I AM of Opinion, that from the general Tenor of the Clauses (Pages 26, 50, and 36, of the Dock Act) above stated, the Dock and Haven Master hath sufficient Authority to remove any Ship or Vessel out of the Basen or Dock into the Haven or Old Harbour, and so, *vice versa*, as often as Occasion may require.

“ 16th Jan. 1787.

“ R. BEATNIFFE.”

 N U M B E R VI.

Extract from the Report of Messrs. Smeaton and Wooler, directed to the Honourable the Commissioners of His Majesty's Customs.

November 24, 1779.

AFTER having reported that they had “carefully surveyed and examined the Works executed by the Dock Company, in pursuance of the Dock Act, during the four preceding Days,” they conclude in the following Words: — “Lastly, the Public being now in Possession of the Objects required by the Act to be done, and within the limited Space of Seven Years, we do therefore report and adjudge, that the Works of the said Basen or Dock, Quay or Wharf, are completed according to the Intent and Meaning of the said Act.

(Signed)

“ JOHN WOOLER,

“ J. SMEATON.”

NUMBER

NUMBER VII.

Extract of a Letter from the Chairman of the Dock Company, to Sir Henry Etherington, Baronet, Mayor.

Dock Office, 27th October, 1786.

“ **I**N regard to your Application for the Annual Accounts, which can only be demanded
 “ at the Expiration of the Year, if you will peruse the Dock Act *attentively*, you will
 “ there find that it is, to the Treasurer only, you can make your Requisition, and not to
 “ the Dock Company — Mr. Corthine held that Office until his Death — since that Time
 “ Messrs. Pease and Harrison — I have it in Direction from the Dock Company to declare,
 “ that they are ready, on all Occasions, to give every Information in their Power, when-
 “ ever that Application shall be made in that open and generous Manner which Appli-
 “ cations for *real Information* should be — and not for the Purpose of *Aggravation*.

“ I am, &c.”

NUMBER VIII.

*The Original Subscribers to the Undertaking for making a Dock or Basin,
 and other Works, at the Port of Kingston-upon-Hull, Anno. 1774.*

ORIGINAL SUBSCRIBERS.					Place of Abode.	Shares.	Dead.	Sold.
The Mayor and Burgesses of Kingston-upon-Hull					—	10		
The Corporation of the Trinity House, Hull					—	10		
Joseph Sykes, Esq.	-	-	-	-	Hull	2		
Josiah Corthine, Esq.	-	-	-	-	Hull	2	Dead	
Samuel Watson, Esq.	-	-	-	-	Hull	2	Dead	
Joseph Williamson, Esq.	-	-	-	-	Hull	2	Dead	
Henry Maister, Esq.	-	-	-	-	Hull	2		
Joseph Pease, Esq.	-	-	-	-	Hull	2	Dead	
Carried forward — Shares						32		

Isaac

ORIGINAL SUBSCRIBERS.					Place of Abode.	Shares.	Dead.	Sold.
Brought forward					- - - -	32		
Isaac Broadley, Esq.	-	-	-	-	Hull	2	Dead	
Thomas Stack, Esq.	-	-	-	-	Hull	2	Dead	
Henry Etherington, Esq.	-	-	-	-	Hull	2		Sold
John Lambert, Esq.	-	-	-	-	Hull	2	Dead	
Benjamin Blaydes Thompson, Esq.	-	-	-	-	Hull	2		Sold
Mr. John Dixon	-	-	-	-	Hull	2	Dead	
Mr. Richard Howard	-	-	-	-	Hull	2		
Mr. John Howard	-	-	-	-	Hull	2		
Mr. William Waller	-	-	-	-	Hull	2	Dead	
Reverend Mr. Welfitt, Welton, near	-	-	-	-	Hull	2		
Mr. Hugh Ker	-	-	-	-	Hull	2		Sold
Mr. William Hammond	-	-	-	-	Hull	2		
Mr. George Fowler	-	-	-	-	Hull	2		
Mr. Edward Codd	-	-	-	-	Hull	2	Dead	
Mr. Robert Thorley	-	-	-	-	Hull	2	Dead	
Mr. William Travis	-	-	-	-	Hull	2		
Mr. Joseph Outram	-	-	-	-	Hull	2	Dead	
Mr. John Staniforth	-	-	-	-	Hull	2		Sold
Mr. Thomas Haworth	-	-	-	-	Hull	2		Sold
Mr. Robert Markland	-	-	-	-	Hull	2		Sold one Share
Mr. Thomas Turner	-	-	-	-		2		
Mr. William King	-	-	-	-	Hull	2	Dead	
Mr. John Wilkinfon	-	-	-	-	London	2	Dead	
Sir George Saville, Bart.	-	-	-	-		2	Dead	
Edward Stanley, Esq.	-	-	-	-	London	2		
James Draper, Esq.	-	-	-	-	London	2	Dead	
Mr. Peter Hodgson	-	-	-	-	London	2	Dead	
Mr. James Matthias	-	-	-	-	London	2	Dead	
Henry Pelham, Esq.	-	-	-	-	London	2		
Richard Bell, Esq.	-	-	-	-	Hull	2		Sold
Mr. Abel Smith, Junior	-	-	-	-	Hull	2	Dead	
Mr. Valentine Budd	-	-	-	-	Hull	1	Dead	
Mr. John Lowe	-	-	-	-	London	1	Dead	
Mr. William Ward	-	-	-	-	London	1		
Mr. Richard Ellifon Phillips	-	-	-	-	London	1		Sold
Mr. Anthony Bacon	-	-	-	-	London	1		Sold
William Wilberforce, Esq.	-	-	-	-	Hull	1		
Mr. Ralph Goforth	-	-	-	-	Hull	1	Dead	
Mr. Thomas Chambers, Willerby, near	-	-	-	-	Hull	1	Dead	
John Porter, Esq.	-	-	-	-	Hull	1		Sold
Mr. Philip Green	-	-	-	-	Hull	1		
Mr. Robert Macfarland, Ferraby, near	-	-	-	-	Hull	1	Dead	
Mr. William Williamfon	-	-	-	-	Hull	1		Sold
Mr. William Thompson	-	-	-	-	Hull	1		
Carried forward — Shares						107		

Mr.

ORIGINAL SUBSCRIBERS.					Place of Abode.	Shares.	Dead.	Sold.
Brought forward					- - - -	107		
Mr. John Hill	-	-	-	-	Hull	1	Dead	—
Mr. William Kirkby, Kirkella, near	-	-	-	-	Hull	1	—	Sold
Mr. Joshua Haworth	-	-	-	-	Hull	1	—	Sold
Mr. Peter Peafgood	-	-	-	-	Hull	1	—	—
Mr. Benjamin Metcalfe, Junior	-	-	-	-	Hull	1	—	Sold
Mr. Thomas Buckton	-	-	-	-	Hull	1	—	—
Mr. John Eggleston	-	-	-	-	Hull	1	—	Sold
Mr. John Travis	-	-	-	-	Hull	1	—	—
Arthur Maister, Esq.	-	-	-	-	Hull	1	—	—
Mr. Josiah Prickett	-	-	-	-	Hull	1	—	Sold
Charter House	-	-	-	-	Hull	1	—	—
Mr. John Huntington	-	-	-	-	Hull	2	—	—
Mr. John Hall	-	-	-	-	Hull	1	—	—

NUMBER IX.

April 7th, 1774.

An Abstract of a Memorial from the Merchants and principal Inhabitants of Hull, to the Right Honourable the Lords of the Treasury, for the Purpose of preserving and maintaining the Haven or Old Harbour for the Business of the Trade of the Port at Kingston-upon-Hull.

The MEMORIAL of the Proprietors of Houses, Staiths, and Buildings, in the High Street, in the Town of Kingston-upon-Hull, and of the Merchants and Others trading in the same Town.

“ YOUR Memorialists beg Leave to represent to your Lordships, that the Trade of
 “ the Town and Port of Kingston-upon-Hull has immemorially been carried on in the
 “ present Haven of that Town, and that, for the necessary Accommodation thereof,
 “ many considerable Buildings have been erected, and are now in Use, amounting in
 “ Value to no less than 100,000l.

I.

“ That

“ That a total Removal of the Trade of the Town, from its present Situation, will
 “ much depreciate the Value of that Property, which your Memorialists have been in-
 “ duced to think could only be affected by such Accidents as would equally affect the
 “ general State of Commerce in the Town of Hull, and not by any partial and unex-
 “ pected Advantages which other Parts of the Town might obtain—to the Prejudice of
 “ your Memorialists and their Inheritances.

“ In consequence of this, your Memorialists cannot but be apprehensive, that if so
 “ considerable a Change should take Place, it would be productive of much Distress to
 “ many of your Memorialists and their Families, and injurious in several essential
 “ Articles to the Trade and Commerce of the Town.

“ That although your Memorialists are sensible that the Basin intended to be made
 “ is well calculated for the Improvement of the Port of Hull, yet as it will not be ca-
 “ pable of containing so many Ships as the present Haven, and will not admit Vessels to
 “ enter into, or pass out of it, but at particular Times of the Tide; and as the more
 “ bulky Sufferance Goods, such as Iron, Hemp, Flax, Deals, Raff, &c., will greatly im-
 “ pede the necessary Dispatch of Business, obstruct the Communication between the Old
 “ and New Harbour, lay a new Expence on Trade, and occasion almost insuperable Diffi-
 “ culties in transacting the Business of the Port,

“ Your Memorialists submit it to the Consideration of your Lordships, that to confine
 “ the Loading and Discharging of Ships to the *narrow Limits of the intended Basin*,
 “ *will be detrimental to the Trade of the Town*, and contribute to defeat the good Pur-
 “ poses of the Bill, now depending in Parliament, for the Improvement of the Town and
 “ Port of Hull.”

Signed by all the Merchants and principal Inhabitants of Hull.

And of such Importance did the Security of the Trade in the Old Harbour appear
 to the Town, that Sir Henry Etherington, Bart., Isaac Broadley, Esq., and William
 Waller, Esq., were sent up Express to London to attend to this particular Article of
 the Haven or Old Harbour remaining as before, the principal Part of the Port, for
 the Accommodation of Trade at Kingston-upon-Hull.

NUMBER X.

The following are Letters from Edward Hooper, Esq., one of the Honourable Commissioners of His Majesty's Customs, whose eminent Character entitles him to the greatest Respect. These Letters, although written to an Individual, are of a Public Nature, and will evince the Zeal by which the Writer of them, Sir William Musgrave, Henry Pelham, Esq., and the other Commissioners, were actuated for the Improvement of the Revenue at the Port of Hull. They are also a Justification of the Conduct of those Persons who, by co-operating with that Honourable Board, promoted the important Object then in Contemplation.

" S I R,

Custom House, London, 29th Feb. 1772.

" I HAVE had the Satisfaction to receive your Letter of the 22d Instant, on the Subject of a Legal Quay, and the Enlargement of your Harbour at Hull. These Points, both of great Importance to Trade and Revenue, are much the Objects of the Board's present Attention; and I hope the Measures we are taking there will defeat the Artifice of those who, by postponing, mean, undoubtedly, to defeat the Measure: We desire that both these Objects may be promoted by the Steps we propose to take, and that they may go Hand in Hand. If a Quay could have been obtained, there would have been no Opposition to the Enlargement of the Harbour when we met formerly at the Treasury.

" I am, Sir, your's, &c.

" *Mr. William Hammond, Hull.*

" EDWARD HOOPER."

" S I R,

Custom House, London, 6th Nov. 1772.

" I HAVE received and communicated to Sir William Musgrave the acceptable Letter you addressed to us, which came to Hand on Thursday last.

" We are in daily Expectation of an Answer from the Collector and Comptroller of Hull, to a Letter wrote them from this Board lately, on the Subject of the intended Quay; and as soon as it comes, the Contents of your Letter (which are very material) shall be communicated to the Commissioners in general, who are, I well know, in the same Sentiments you very properly express on this important Affair. I am very glad it is in so fair a Train of Success.

" I am, Sir, your's, &c.

" *Mr. William Hammond, Hull.*

" EDWARD HOOPER."

NUMBER

NUMBER XI.

*A List (extracted from the Dock-Company's Transfer Book) "of those Subscribers who happened to be so
 "Timorous as to sell out," and whose Apprehensions of Danger to the Undertaking happened to
 exceed their Expectations of Profit, and induced them to sink the Interest of the Money they had then
 advanced.*

"Timorous Subscribers."

				Shares
1774.				
June 24,	Mr. Valentine Budd,	-	Hull, transferred To Mr. William Mantle,	- Hull - 1
August 5,	John Porter, Esquire,	-	Hull, - - - To Philip Green, Esquire,	- Hull - 1
Sept. 6,	Mr. Josiah Pricket,	-	Hull, - - - To the Rev. Mr. G. H. Paul, Catwick, near Hull,	1
Oct. 21,	* Henry Etherington, Esq. now Sir Henry, Hull,	-	- - - To Mr. William Jolliffe,	- Hull - 2

1775.

February 9,	Mr. John Lambert,	-	Hull, - - - To Mr. Joseph Outram,	- Hull - 2
24,	Richard Bell, Esquire,	-	Hull, - - - To Mr. W. Robinson,	- London 1
March 25,	Mr. William King,	-	Hull, - - - To John Jarratt, Esquire,	- Hull - 1
June 20,	Joseph Pease, Esquire,	-	Hull, - - - To Mr. Richard Howard,	- Hull - 1

* This Gentleman attended at the Treasury at the Time the Bill was in its Progress through Parliament, and assured the Lords Com-
 missioners of giving the Undertaking his utmost Support.

NUMBER XII.

The following Extract of several Letters from the Secretary to the Trinity House at Kingston-upon-Hull, to Mr. Hammond, during his Attendance in London for the Purpose of soliciting the Act for the Establishment of a Legal Quay, and for the making of a Dock at Hull, are inserted in this Appendix, in Order to explain the Conduct of the Trinity House, under whose respectable Authority he acted in the whole Progress of this Business.

Trinity House, Hull, 24th March, 1773.

I AM commanded to acquaint you, that yesterday Mr. Corthine met the Corporation of the Town respecting the Quay Business, when the Bench of Mayor and Aldermen agreed to engage in the Undertaking; and accordingly a Subscription was opened to be in One Hundred Shares, no Person to take more than two Shares, and to be first offered to the Proprietors of Warehouses, in the High Street, who may think themselves injured—and about Twenty-four Shares are already subscribed; but this House has neither yet had any offer, nor been at all consulted.”

Trinity House, Hull, 27th March, 1773.

AS the Proposals of Government, delivered by Mr. Corthine, have been accepted by the Mayor and Burgeſſes, it only remains that the Rights and Privileges of this Corporation should be secured, and, as far as possible, extended for the good Accommodation of Trade and Shipping.

“No conference has yet been held by the Corporation; but the Bench of Mayor and Aldermen yesterday came to a Resolution, that the Trinity House should have the Offer of taking the same Number of Shares in the Subscription as they themselves had taken, which is Ten Shares; and accordingly the House have agreed to accept thereof.”

Trinity House, Hull, 29th May, 1773.

BY the Command of the Corporation I am to acknowledge your Letter of the 25th Instant to the Committee on the Business of the intended Dock and Quay; and I am to acquaint you, that since nothing effectual can be done this Session, this House must submit to the Procrastination, hoping the Town will be more unanimous and active the next Year.”

K.

Trinity

Trinity House, Hull, 5th April, 1774.

“ **T** HIS House duly received your esteemed Favours of the 30th Ult. and 2d Instant,
 “ and are much obliged for the Attention you pay to the Interest of the Town in general,
 “ and this House in particular.

“ This Day the House gave the Bill a particular perusal, and I am commanded to
 “ lay before you their Remarks thereon; amongst others, that as Keels and other River
 “ Vessels will be more particularly benefited by the intended Improvements, they ought
 “ to be charged with some small Duty of One Shilling a Voyage, to be paid both Ways
 “ if they have Merchandise on Board.

“ Mr. Etherington, Mr. Waller, and Mr. Isaac Broadley, set out for London To-
 “ morrow, and it is hoped you will be able to combat any Opposition you may meet
 “ with in the finishing this important Business. The House are extremely glad to find
 “ you intend to remain in Town to the Completion of the Business, which they have no
 “ Doubt of your doing with Advantage to the Town and Honour to yourself.”

Trinity House, Hull, 12th April, 1774.

AFTER some Observations respecting the Sufferance Quays in the Old Harbour, the
 Letter adds, “ *and it is the unanimous Opinion of the House, that the Whole Business of this*
 “ *Port cannot be done on the Legal Quay and in the Dock only.*”

Trinity House, Hull, 26th April, 1774.

“ **T** HE House are very much rejoiced that the important Business of the Dock
 “ and Quay is at last brought to such an agreeable Conclusion; and I have it in
 “ Command to return you their sincere Thanks for the active Part you have so
 “ laudably taken in this Application.”

N U M B E R X I I I .

As the Recital of the remaining Granted Ground between Beverly and Hefle Gates is mentioned in the Case, it is here annexed.

From Beverley Gates to Myton Gates.

					£.	s.	d.
John Orton	—	—	—	—	5	5	0
William Rushworth	—	—	—	—	2	12	6
Charles Goodyer	—	—	—	—	3	3	0
Joseph Hewitt	—	—	—	—	0	10	0

From Myton to Hefle Gates.

Joseph Cooke	—	—	—	—	5	5	0
Per Annum	£.	16	15	6			



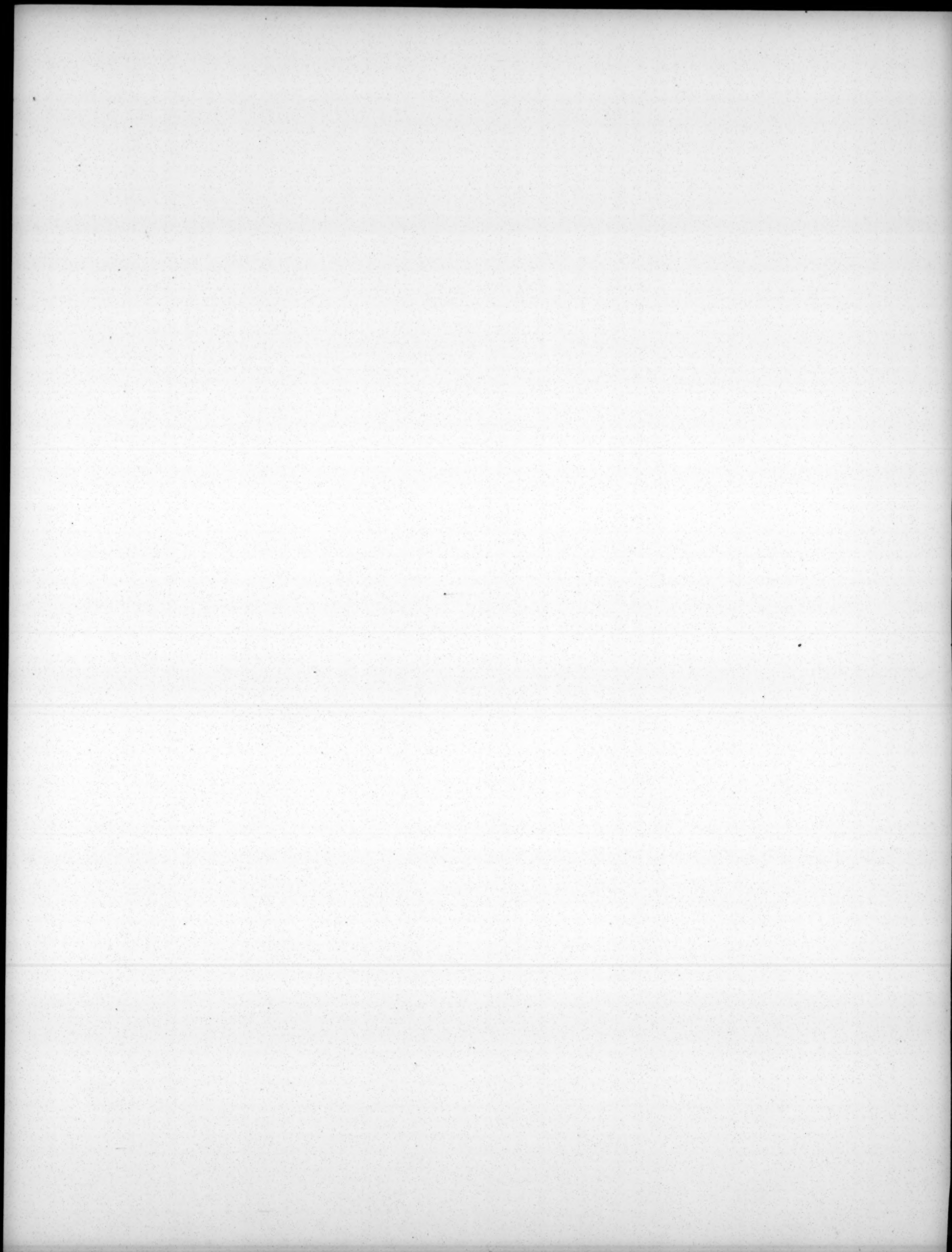
N U M B E R X I V .

The Quay by Mr. Grundy's Plan, which was that directed by the Act, contains 11681 Yards
The Dock by Mr. Grundy's Plan, as likewise directed by the Act, contains 44871 Yards

The Quay, as it is now constructed	—	—	—	—	contains	18163 Yards
The Dock, as it is now constructed	—	—	—	—	contains	48074 Yards
The Bafon	—	—	—	—	contains	1666 Yards
Ground left for the Custom House	—	—	—	—	contains	2435 Yards

Account



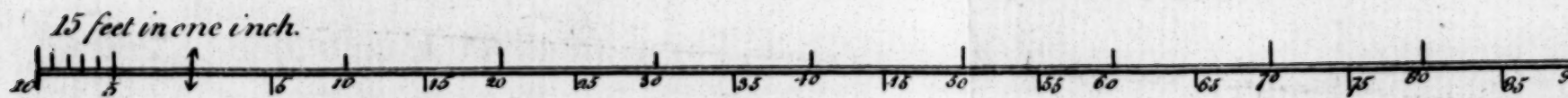
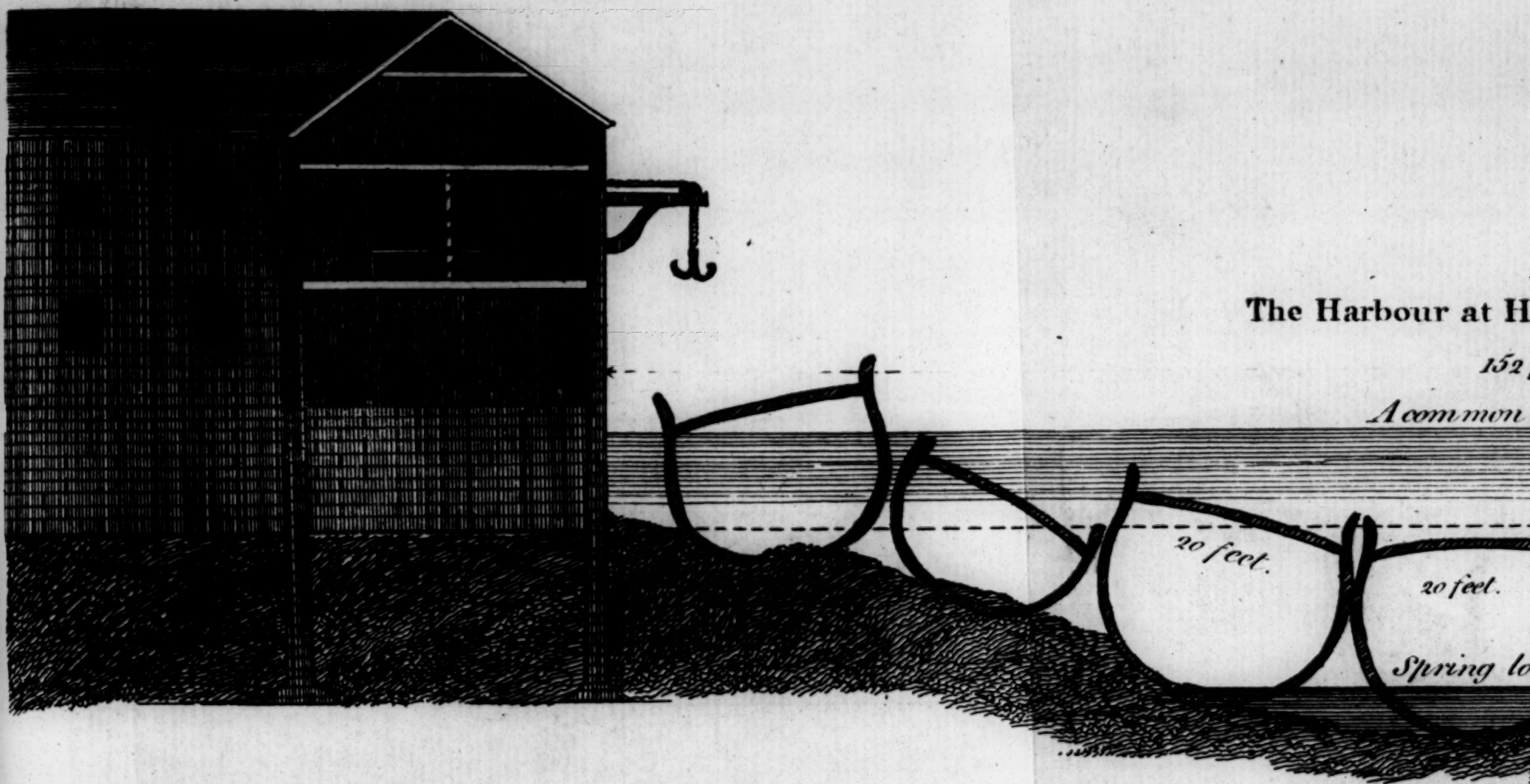


*Amount of the Receipts and Disbursements of the Money arising by the W
Kingston-upon-Hull, from the 31st Day of Decemb*

	£.	s.	d.
To Labourage on the Quay - - - - -	704	15	3
To Cleansing the Dock, with Repairs of the Mud Engine and Boats -	476	16	0
To Timber and Deals - - - - -	196	16	1
To J. Harrap, Carpenter - - - - -	418	7	11
To Iron Work - - - - -	142	0	0
To Wheelwright and Blockmakers - - - - -	42	4	4
To Stone, Flags, and Masonry Work - - - - -	216	12	4
To Bricklayers Work - - - - -	74	19	10
To Cliff Stone, Sand, and Gravel - - - - -	85	1	1
To Paving Stones and Paving - - - - -	90	15	5
To Lime, Terras, and Pozzellana - - - - -	136	4	5
To Carts and Cartage - - - - -	45	7	10
To Lamps and Oil - - - - -	122	0	4
To Paint, Oil, and Painter - - - - -	32	1	5
To Chandlery Wares - - - - -	52	4	8
To Ropes for Gates and Cranes - - - - -	53	7	0
To Tar and Pitch - - - - -	9	1	2
To Plumber and Glazier - - - - -	14	15	6
To Printer and Stationer - - - - -	18	17	8
To Solicitors - - - - -	177	12	3
To Costs of Trial in King's Bench - - - - -	72	18	8
To Rent and Insurance - - - - -	90	2	6
To Taxes and Parish Rates - - - - -	386	7	6
To Surgeons - - - - -	1	19	6
To Sundry Donations and Gratuities - - - - -	172	11	0
To Officers' Salaries - - - - -	626	5	0
To Dock-gate Men and Watch - - - - -	547	14	0
To Sundry Petty Disbursements - - - - -	69	17	3
	£. 5077	15	11
To Cash lodged in the Hands of Messrs. Smith, Payne, and Smiths, Bankers, London, as by Order of the Company the 22d Day of December last - - - - -	1000	0	0
To Balance in the Treasurer's Hands - - - - - £. 2478 6 8	2495	17	2
To Ditto in Hands of the Clerk - - - - - 17 10 6			
	£. 2495	17	2
Divided the Second of February, 1787, viz.			
£. 20 15 11 per Share of 500l.	£. 8573	13	1

*Wharfage Rates and Duties on Shipping trading to and from the Port of
December 1785, to the 31st Day of December 1786.*

d.									£.	s.	d.
3	By Cash remaining in the Hands of the Clerk	-	-	-	-	-	-	-	93	9	1
0	By Dock Duties	-	-	-	-	-	-	-	6300	0	4
1	By Wharfage	-	-	-	-	-	-	£. 520	10	0	}
1	Labourage	-	-	-	-	-	-	1007	10	0	
0	Warehouse Rent	-	-	-	-	-	-	308	13	7	
4											
4	By Sundry Rents received	-	-	-	-	-	-	-	148	16	7
10	By Fines and Penalties	-	-	-	-	-	-	-	72	0	0
1											
5	By Sundries sold and received, viz:										
5	Lamp Rates	-	-	-	-	-	-	£. 89	14	0	}
10	Interest from Treasurer	-	-	-	-	-	-	25	0	0	
4	Old Posts and Rails, Cobbles, &c.	-	-	-	-	-	-	7	19	6	
5											
8											
0											
2											
6											
8											
3											
8											
6											
6											
0											
0											
0											
3											
11	<i>Guildhall, Kingston-upon-Hull,</i>										
	<i>Friday, the 2d February, 1787.</i>										
0											
2	WILLIAM HAMMOND,										
	Chairman.										
1									£. 8573	13	1

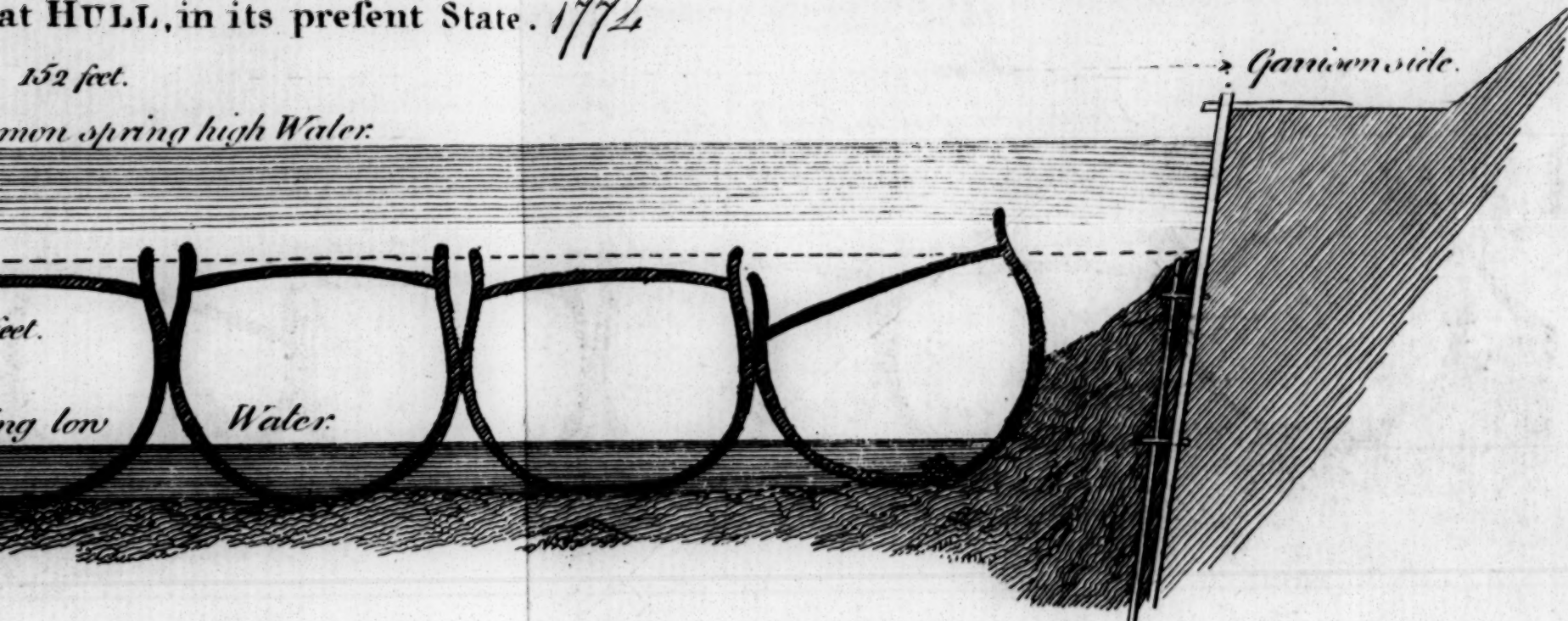


The prick'd line (about 8 feet below the common spring high Water) is nearly the
There is not near so much difference between the Neap low Water and the

at HULL, in its present State. 1774

152 feet.

mon spring high Water.

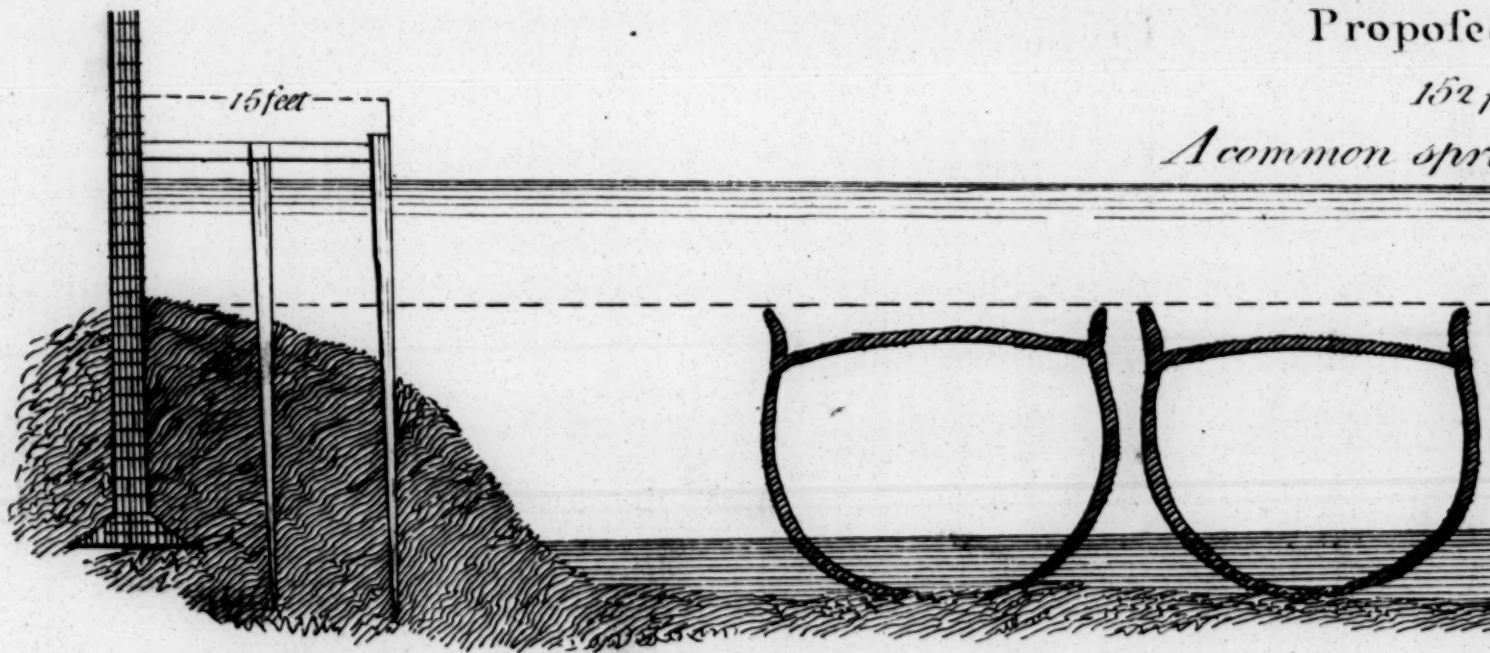


by the common height of the Spring high Water.
the spring low Water.

Propose

1521

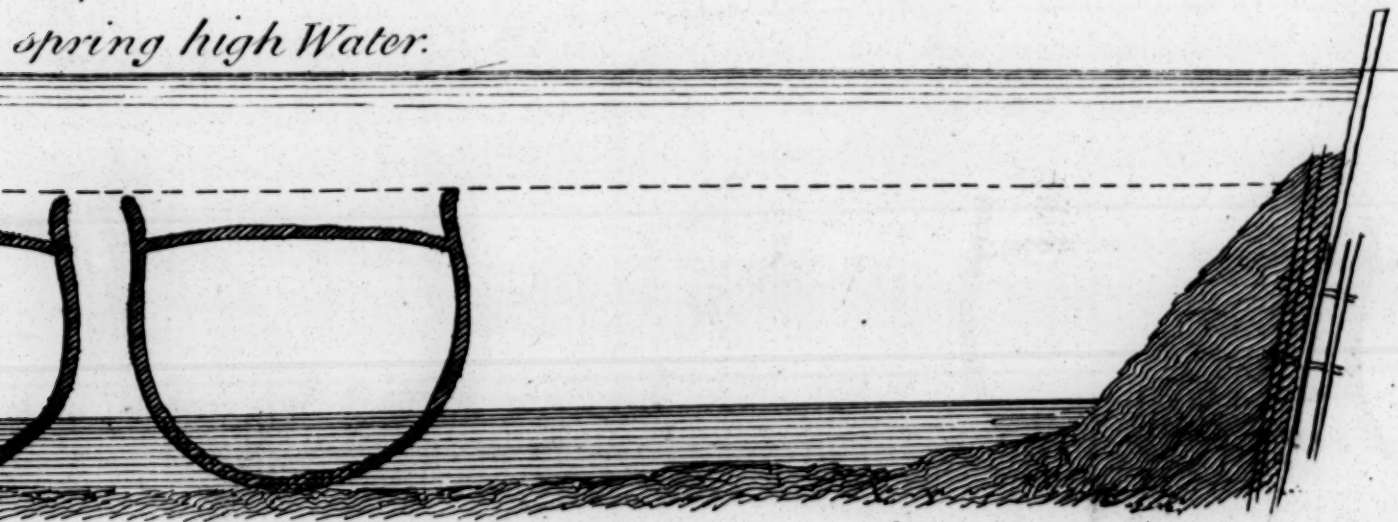
A common spr

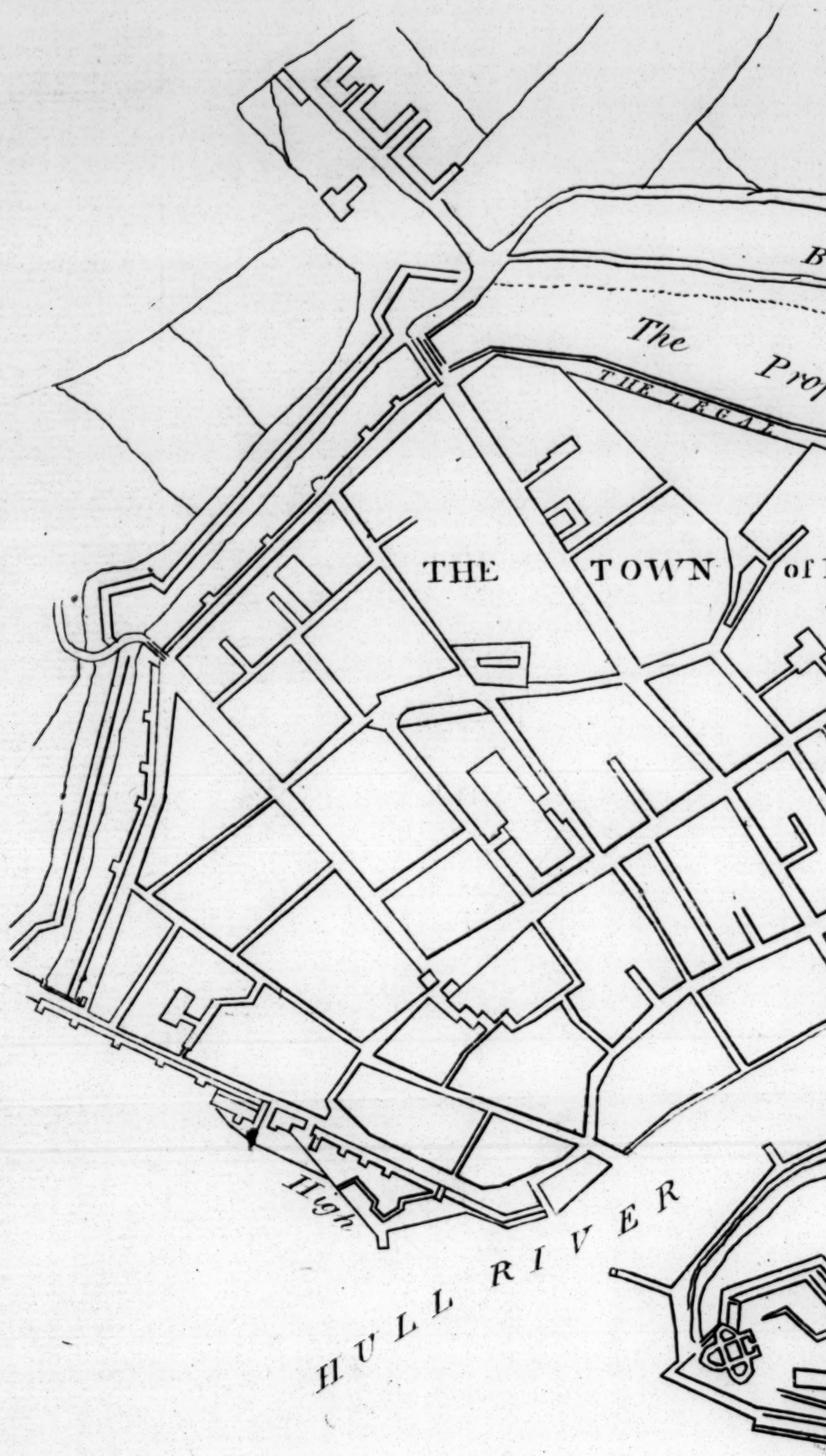


posed Alterations for the mooring of Ships in the old Harbour according to the Directions of the Dock Act.

152 feet.

spring high Water.

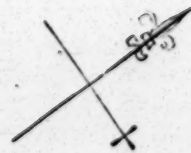
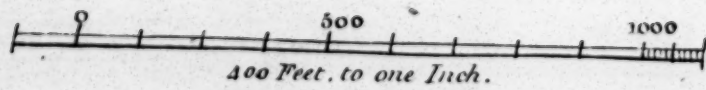




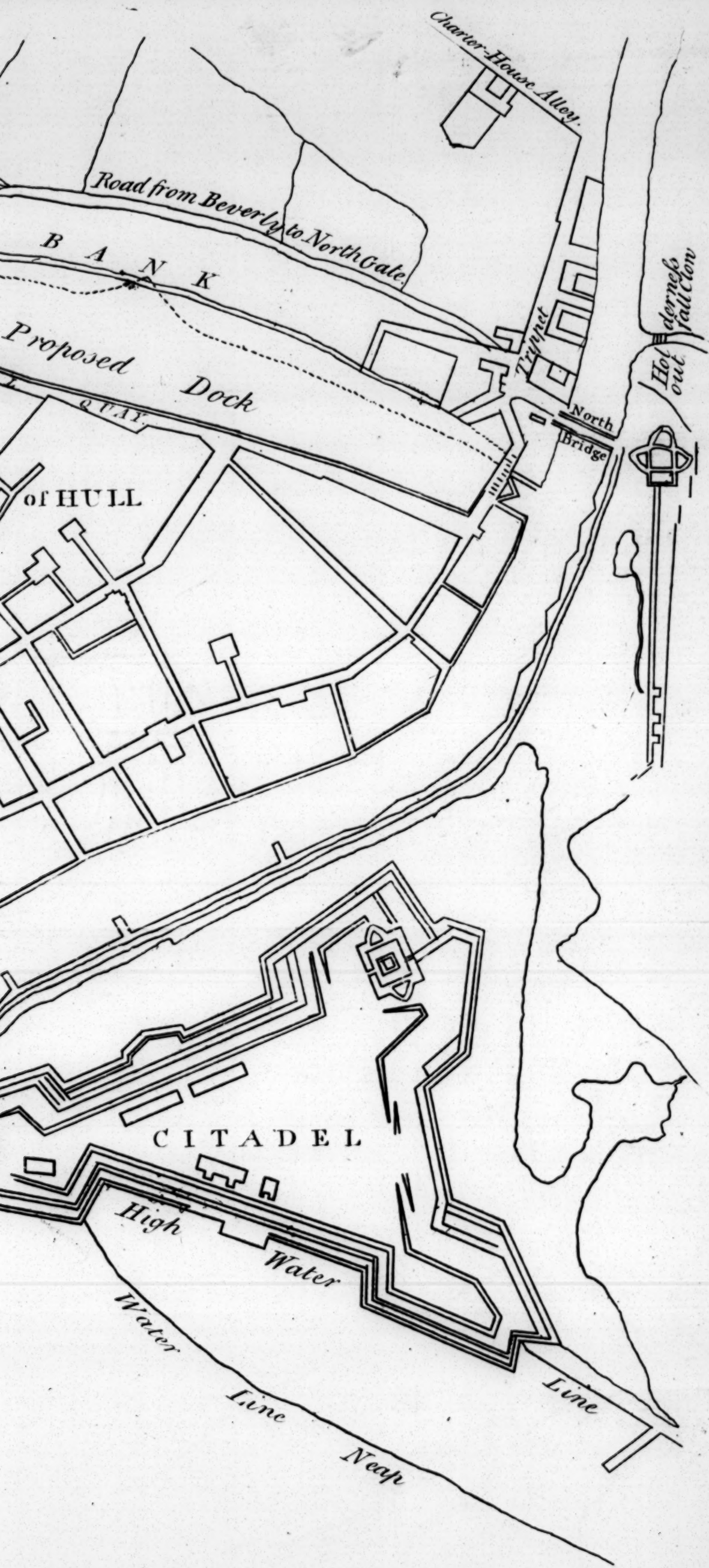
R I V E R

H U M B E R

two miles broad



The Red Line shews the Suffrage Quay.



Quay, which projects 15 feet.

